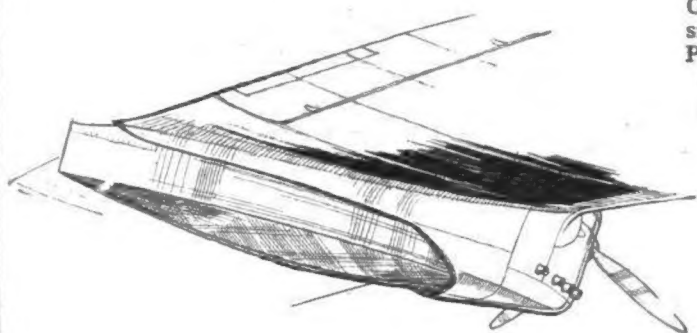
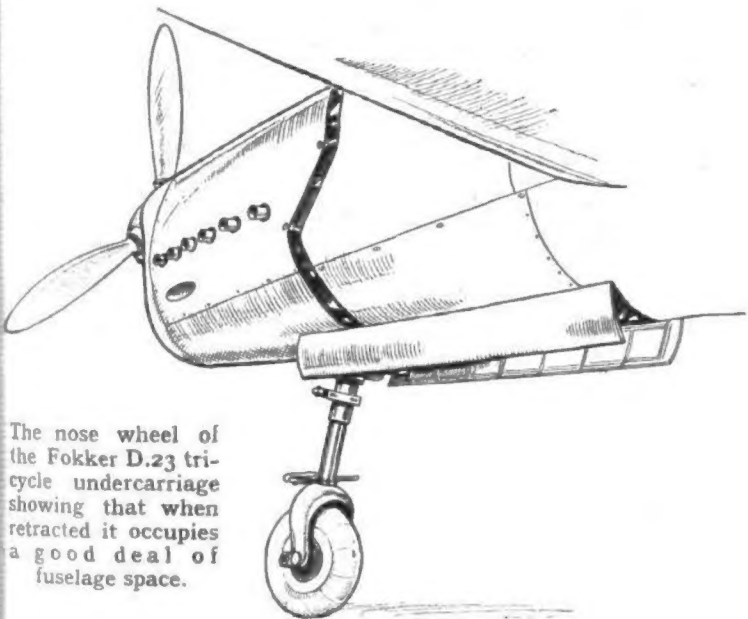


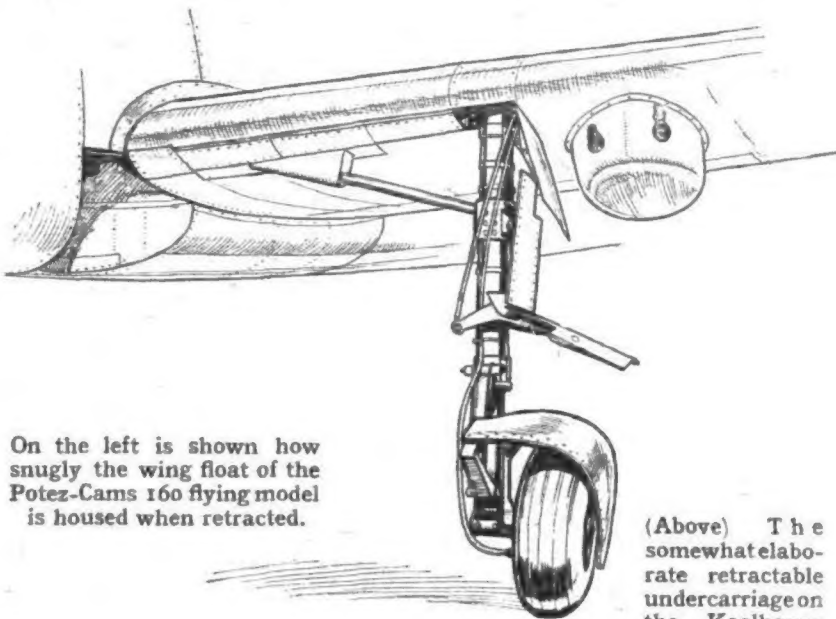
The cooling air for the rear Walter Sagitta on the Fokker D.23 is admitted through this scoop.



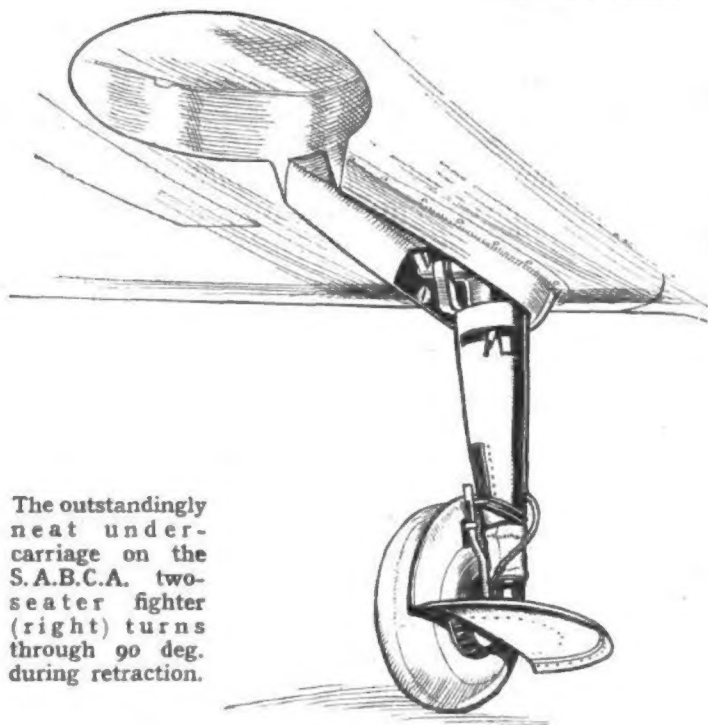
On the left is shown how snugly the wing float of the Potez-Cams 160 flying model is housed when retracted.



The nose wheel of the Fokker D.23 tri-cycle undercarriage showing that when retracted it occupies a good deal of fuselage space.



(Above) The somewhat elaborate retractable undercarriage on the Koolhoven F.K.58 fighter. The gun fairings are also visible.



The outstandingly neat undercarriage on the S.A.B.C.A. two-seater fighter (right) turns through 90 deg. during retraction.

type radiator is set well back under the fuselage.

The prototype of the new Dewoitine D.520 (S.N.C.A.-Midi) is required for test and cannot be shown. Models and pictures indicate that it is a shapely low-wing monoplane with Hispano V engine and wing radiators. The design has been planned for very rapid production *en grande série*.

There is a model of the Bréguet 690 twin-engined fighter-bomber which is now in production for the French Air Force. This has two small-diameter Gnome Rhônes and an estimated speed of 310 m.p.h. It seems to be rather roomier than competitive types and the armament is well distributed.

Bombers and General-Purpose Types

UNFORTUNATELY the long-nosed Bristol Blenheim and the Dornier Do.17 are at opposite ends of the Salon,

so direct comparison is difficult. Both these machines are very fast twin-engined bombers carrying a crew of three.

The long-nosed Blenheim appears in the unsullied silver of its stressed skin. Little internal equipment is evident, but it can be seen that the new nose-piece will make things much easier for navigation and bomb-aiming. Aesthetically, the new nasal arrangement leaves a good deal to be desired, though actually it slightly improves performance, the top speed being 295 m.p.h. with Mercury VIIIs. These engines, as already announced, are now available with 100-octane fuel for take-off, permitting a heavier load of petrol (87 octane for cruising) and a range of 1,900 miles. The machine shown has Rotol airscrews whereas those supplied to the R.A.F. are De Havillands.

The Dornier Do.17 appears with two radials which may be B.M.W.s or Bramo Fafnirs. The performance with these motors is probably inferior to that of

the Blenheim, though it is claimed that the version with the latest Daimler-Benz liquid-cooled inverted-vees does well over 300 m.p.h. A batch of Do.17s was supplied to Yugoslavia with two-row Gnome-Rhône engines. These machines, operating alongside Benhems of the short-nosed type, have shown themselves to be many kilometres an hour slower. Japan has also acquired a number of Dorniers.

Curiously enough the Do.17 is described on the Dornier stand as a fighter, though it actually accommodates a heavier bomb load than the Blenheim. The pilot has a forward-firing gun, the barrel of which protrudes through a slot in the windscreen; there is a second gun on top of the fuselage and a third firing downward through the floor.

Figures issued on the stand show a maximum load of 6,600 lb., a service ceiling of 29,500 ft.; a top speed of 310 m.p.h.; a landing speed of 68 m.p.h.; and a maximum range of 1,550 miles.